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Government
Publications

*Indian affairs and northern
dept
general publications*

northern resource roads



**complete
cost-sharing
information**



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INTRODUCTION TO THE NEW NORTHERN ROADS POLICY

Next to human effort and skill, transportation is often referred to as the key to development for any area. Therefore, and in line with its responsibilities to Canada's north, the Department of Indian Affairs and Northern Development has embarked on a ten-year "Northern Roads Network Program" designed to facilitate resource development and communications in the Yukon and Northwest Territories.

All resource roads built under the program come under one of the following classifications: Tote Trails; Initial Access Roads; Permanent Access Roads; Resource Development Roads; and Area Development Roads. Of these roads, the Resource and Area Development Roads are financed completely by the federal government.

In the cost-sharing category and described in this folder are: Tote Trails; Initial Access Roads; and Permanent Access Roads. Cost-sharing agreements are not restricted to industry involved in the development and extraction of resources such as hard-rock minerals, petroleum and natural gas. Sawmills, tourist lodges, canneries, or any industry which will add to the growth and development of the territories may be eligible for federal roadbuilding assistance.

Tote trails

are

low standard roads designed to provide access to a resource project which is in the exploration or development stage. Winter roads are included in this category.

Minimum Desirable Road Standards

Tote Trails may be constructed to whatever standard that will provide suitable access to the property.

Tote Trail contributions are financed and administered by the applicable territorial government. Amounts may be up to 50% of the cost of construction but shall not exceed \$20,000.

Location

The location of the Trail must be approved by the appropriate Territorial Commissioner.

HOW TO APPLY

Application forms for Tote Trail assistance are available from:

Commissioner of the
Northwest Territories,
Yellowknife,
N.W.T.

or

Commissioner of the Yukon,
Whitehorse,
Yukon Territory.

Initial access roads

are

low standard roads designed to provide access to a resource project which is in the exploration or development stage. This category, however, is intended for cases where, because of length, terrain or difficulty of construction, total cost is such that the maximum permissible contribution under the tote road category would be insufficient.

MINIMUM DESIRABLE ROAD STANDARDS

Desirable Design Speed*	Width of Right of way	Width of Travelled Surface	Width of Shoulders (each)	Bridge Design	Bridge Width & Height	Maximum Gradient	Maximum Curvature
25 m.p.h.	50"	12' min. with turnouts	nil	H20-S16	12' & 14' 6"	14%	35°

*Desirable design speed is not related to minimum standards shown.

Particular sections of road may be built to lesser standards where difficult terrain makes strict adherence to stated standards excessively costly.

COST-SHARING TERMS

The amount of federal assistance will not exceed 50% of actual road cost, or 5% of the Company's expenditure on exploration or development of the project. The maximum yearly contribution is limited to \$100,000 if the project is exploratory in nature and \$500,000 if the project is primarily development.

Location

The location of the Initial Access Road must be approved by the Minister of Indian Affairs and Northern Development.

HOW TO APPLY

Application forms for financial assistance for Initial Access Roads are available from: Director, Northern Economic Development Branch, Department of Indian Affairs and Northern Development, 400 Laurier Ave., West, Ottawa, Ontario.

IMPORTANT – read pages 8 and 9

Permanent access roads

are

higher standard roads designed to provide permanent access from an existing permanent road to a resource project which has been brought to the pre-production-production stage.

MINIMUM DESIRABLE ROAD STANDARDS

Desirable Design Speed*	Width of Right of way	Travelled Surface	Width of Shoulders (each)	Bridge Design	Bridge Width & Height	Maximum Gradient	Maximum Curvature
50 m.p.h.	100'	18'***	3'	H20-S16	24' & 14' 6"	10%	20°

*Desirable design speed is not related to minimum standards shown.

**18' width should be considered as absolute minimum as any lesser width would be dangerous when heavy duty trucks meet.

Particular sections of road may be built to lesser standards where difficult terrain makes strict adherence to stated standards excessively costly.

COST-SHARING TERMS

The Department may authorize a federal contribution of up to 2/3 of the cost of construction but not exceeding 15% of actual capital invested by the Company prior to commencement of commercial production or exploitation, or \$40,000 per mile, whichever is the lesser.

LOCATION

The location of the Permanent Access Road must be approved by the Minister of Indian Affairs and Northern Development.

HOW TO APPLY

Application forms for financial assistance for Permanent Access Roads are available from: Director, Northern Economic Development Branch, Department of Indian Affairs and Northern Development, 400 Laurier Ave., West, Ottawa, Ontario.

IMPORTANT – Read pages 8 and 9

General information

SURFACE RIGHTS

A federal contribution will be made only toward the construction of roads whose right-of-way is vested in the Crown. The Company making application for assistance shall secure for the Crown, all surface rights required for the entire right-of-way of the road.

PUBLIC USE

Public use must not be restricted by virtue of part or parts of the road being under private jurisdiction. All roads on Crown land or those whose surface rights have been relinquished to the Crown in the Territories remain public roads notwithstanding contributions which may be made to their construction and maintenance by private companies or individuals.

NOTE:

The Department of Indian Affairs and Northern Development or the applicable territorial government in the case of Tote Trails will not pay for roads built prior to approval of applications.

GENERAL INFORMATION (cont'd)

Whether the operations or proposed operations are in the natural resource development, tourist facility, or secondary industry category, all applicants are required to supply the Department with the following in support of their application:

- (A) Description of existing or proposed operations
- (B) Topographic map (4 miles to the inch) showing proposed road in relation to nearest existing permanent road, airstrip or harbour.
- (C) Proof of ownership or lease of the property on which the operations are to be carried out or are being carried out. (Also note "Surface Rights").
- (D) A statement on the companies' financial background.

SEE NEXT 2 PAGES FOR ADDITIONAL INFORMATION NEEDED FROM SPECIFIC INDUSTRIES.

INDUSTRIAL, TOURIST AND RECREATION ENTERPRISES SUCH AS HUNTING AND FISHING CAMPS NEED TO SUPPLY:

- (a) Marketing plan
- (b) Feasibility report
- (c) Number of people employed
or expected to be employed
- (d) Expected yearly production (in dollars)

LOGGING AND SAWMILL OPERATIONS

- (a) Map showing merchantable volumes by operating areas and road system
- (b) Annual cut i.e., pulpwood, logs, mining timber, poles, piling and firewood
- (c) Marketing plan
- (d) Feasibility report.

MINERALS, OIL AND GAS

- (a) Estimate of future exploratory expenditures in the area
- (b) Present number of employees on the project (*)
- (c) Estimated effect of a road in cost reduction and possible increase in the life of the project (*)
- (d) Estimate of oil, gas, or ore reserves
- (e) Estimated rate and cost of production (*)
- (f) Total expenditures to be made to put mine, oil or gasfield in production including exploration costs (*)
- (g) Feasibility report
- (*) Where applicable

DEFINITION OF TERMS

1. "Resources" include minerals, valuable stone, coal, oil and gas, forests, fish fur bearing animals arable land, land surface, water and the use of such naturally occurring substances or phenomena for recreation (tourism) or commerce.
2. "Exploration Stage" means that stage during which a search is being conducted for one or more specific natural resources with a view to eventual development and exploitation and ends once the occurrence of a specific resource has been established.
3. "Development Stage" means that stage commencing when a specific natural resource is discovered or found to occur in a particular vicinity and during which assessment work must be carried out to determine the size of the resource, and ends when a decision has been made to install facilities for production or exploitation.
4. "Pre-Production and Production" means that stage which commences once a decision has been reached to install the facilities required to produce or exploit a specific resource and continues for the life of the project.
5. "Public Road" is a road the title to which is vested in the Crown and which the public is legally entitled to use.

6. "Construction" is the planning, surveying, design, preparation and processing of contract specifications, supervision, construction and other related work on (i) each new, relocated, or reconstructed road, including all necessary structures and facilities, and (ii) replacement of structures or facilities on an existing road at a higher standard.
7. "Maintenance" is the preserving and keeping of each road, structure and other facility contained within the designated right-of-way as nearly as possible to its constructed design standard or as subsequently improved and such additional work as is necessary to keep traffic moving safely, but not including deviation from its original design standards such as relocation of grade or right-of-way or replacement of structure or facility to a higher design standard. "Maintenance" is deemed to commence at such time after construction has been completed and the contractor has turned the road over to the contracting government, as the road or any part thereof is officially opened for public use.
8. "Minister" means the Minister of Indian Affairs and Northern Development.
9. "Year" means the fiscal year ending on the 31st of March.

The Hon. Jean Chrétien, P.C., B.A., LL. L.,
Minister of Indian Affairs and Northern Development